

THE BOURBON NEWS.

TELEPHONE NO. 194.

PUBLISHED EVERY TUESDAY AND FRIDAY.

SWIFT CHAMP, EDITOR AND OWNER.

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NEW ROADWAY TRACK EQUIPMENT.

WORLD'S FAIR ST. LOUIS B&O S.W. ROUTE

Fast Scheduled Trains TO ST. LOUIS

3 OF THEM AND 3 ALL DAILY.

No Additional Charge FOR SUPERB SERVICE AND QUICK TIME.

ELIGANT COACHES.
Pullman Dining Room Sleeping Cars, Parlor, Observation, Dining Cars.

For Rates, Time of Trains or any information, call on nearest ticket agent or address,
O. P. McCARTY,
General Passenger Agent,
CINCINNATI, O.

WANTED.

Anyone wishing to have their wheat sown on the shares by a reliable party will do well to communicate with the News for the name of party who is prepared to do same.

DEWHURST,

136 W. MAIN ST.,

Lexington, - - Kentucky.

FOOT BALL GOODS,
FISHING TACKLE,
GRAPHOPHONES,
PARLOR GAMES,

And everything in the Athletic Line
Bicycles, Sundries, Repairs.

Frankfort & Cincinnati Railway.

"THE MIDLAND ROUTE."

LOCAL TIME CARD

IN EFFECT JANUARY 1, 1904.

P.M.	A.M.	DAILY EXCEPT SUNDAY.	A.M.	P.M.
8:00	8:00	Frankfort to Paris	11:25	7:25
8:15	8:15	Frankfort to Cincinnati	11:40	7:40
8:30	8:30	Frankfort to Louisville	11:55	7:55
8:45	8:45	Frankfort to Lexington	12:10	8:10
9:00	9:00	Frankfort to Georgetown	12:25	8:25
9:15	9:15	Frankfort to Paris	12:40	8:40
9:30	9:30	Frankfort to Cincinnati	12:55	8:55
9:45	9:45	Frankfort to Louisville	1:10	9:10
10:00	10:00	Frankfort to Lexington	1:25	9:25
10:15	10:15	Frankfort to Georgetown	1:40	9:40
10:30	10:30	Frankfort to Paris	1:55	9:55
10:45	10:45	Frankfort to Cincinnati	2:10	10:10
11:00	11:00	Frankfort to Louisville	2:25	10:25
11:15	11:15	Frankfort to Lexington	2:40	10:40
11:30	11:30	Frankfort to Georgetown	2:55	10:55
11:45	11:45	Frankfort to Paris	3:10	11:10
12:00	12:00	Frankfort to Cincinnati	3:25	11:25
12:15	12:15	Frankfort to Louisville	3:40	11:40
12:30	12:30	Frankfort to Lexington	3:55	11:55
12:45	12:45	Frankfort to Georgetown	4:10	12:10
13:00	13:00	Frankfort to Paris	4:25	12:25
13:15	13:15	Frankfort to Cincinnati	4:40	12:40
13:30	13:30	Frankfort to Louisville	4:55	12:55
13:45	13:45	Frankfort to Lexington	5:10	1:10
14:00	14:00	Frankfort to Georgetown	5:25	1:25
14:15	14:15	Frankfort to Paris	5:40	1:40
14:30	14:30	Frankfort to Cincinnati	5:55	1:55
14:45	14:45	Frankfort to Louisville	6:10	2:10
15:00	15:00	Frankfort to Lexington	6:25	2:25
15:15	15:15	Frankfort to Georgetown	6:40	2:40
15:30	15:30	Frankfort to Paris	6:55	2:55
15:45	15:45	Frankfort to Cincinnati	7:10	3:10
16:00	16:00	Frankfort to Louisville	7:25	3:25
16:15	16:15	Frankfort to Lexington	7:40	3:40
16:30	16:30	Frankfort to Georgetown	7:55	3:55
16:45	16:45	Frankfort to Paris	8:10	4:10
17:00	17:00	Frankfort to Cincinnati	8:25	4:25
17:15	17:15	Frankfort to Louisville	8:40	4:40
17:30	17:30	Frankfort to Lexington	8:55	4:55
17:45	17:45	Frankfort to Georgetown	9:10	5:10
18:00	18:00	Frankfort to Paris	9:25	5:25
18:15	18:15	Frankfort to Cincinnati	9:40	5:40
18:30	18:30	Frankfort to Louisville	9:55	5:55
18:45	18:45	Frankfort to Lexington	10:10	6:10
19:00	19:00	Frankfort to Georgetown	10:25	6:25
19:15	19:15	Frankfort to Paris	10:40	6:40
19:30	19:30	Frankfort to Cincinnati	10:55	6:55
19:45	19:45	Frankfort to Louisville	11:10	7:10
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21:15	21:15	Frankfort to Lexington	12:40	8:40
21:30	21:30	Frankfort to Georgetown	12:55	8:55
21:45	21:45	Frankfort to Paris	1:10	9:10
22:00	22:00	Frankfort to Cincinnati	1:25	9:25
22:15	22:15	Frankfort to Louisville	1:40	9:40
22:30	22:30	Frankfort to Lexington	1:55	9:55
22:45	22:45	Frankfort to Georgetown	2:10	10:10
23:00	23:00	Frankfort to Paris	2:25	10:25
23:15	23:15	Frankfort to Cincinnati	2:40	10:40
23:30	23:30	Frankfort to Louisville	2:55	10:55
23:45	23:45	Frankfort to Lexington	3:10	11:10
24:00	24:00	Frankfort to Georgetown	3:25	11:25

Connects at Georgetown Union Depot with
C. & O.

Connects at Paris Union Depot with Ken-
ucky Central.

Connects at Frankfort Union Depot with L.
& N.

BETWEEN FRANKFORT & CINCINNATI
VIA GEORGETOWN.

P.M. A.M.

8:00 8:00 Lv. Frankfort Ar. 7:25

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14:30 14:30 Lv. Frankfort Ar. 1:55

SOCIETY NOTE FROM ST. LOUIS—"THE LACLED EADSBRIDGES HAVE RETURNED FROM THEIR EUROPEAN TRIP."



THE TROUBLE ENDED.

Secretary of War Taft and Panama President Agree.

The New Republic Agrees to Reduce Her Tariff From 15 Per Cent. Ad Valorem to 10 Per Cent.—Other Terms.

Panama, Dec. 5.—The differences between the United States and Panama, which made necessary the visit of Secretary of War Taft to the isthmus, were settled Sunday by the issuance of an executive order signed by Secretary Taft for President Roosevelt and assented to in a letter by President Amador, of Panama.

The order provides that no trade for the canal zone or the republic of Panama can enter the ports established by the United States at either end of the canal, supplies for the construction of the canal and articles in transit being excepted. This turns the customs receipts of these ports over to the government of Panama.

Panama agrees to reduce her tariff from 15 per cent. ad valorem to 10 per cent. This reduction applies to all goods except wines, liquors, alcohol and opium.

Panama also agrees to reduce her consular fees and port charges to 60 per cent. of the rates at present charged. Absolute free trade is to apply between the canal zone and the republic of Panama. Vessels entering the canal ports are granted free entry to the ports of Colon and Panama and vessels entering the latter ports are extended the same privileges in the canal ports.

Complete jurisdiction is granted the United States in the harbors of Colon and Panama as to sanitation and quarantine regulations.

Panama reduces her rate of postage to two cents and is to furnish all stamps in the republic and in the canal zone. The zone authorities are to purchase stamps from Panama at 40 per cent. of their face value.

The order of Secretary Taft is to be ineffective unless Panama shall put into effect the gold standard, according to the currency agreement of June 20, 1904. It also makes a stipulation regarding citizenship rights to Panamanians in the canal zone and provision is also made in the order for maintenance by the United States of important highways, partly in and partly out of the canal zone, and also for the building of a hospital. The order is made effective December 12, 1904.

THE SECRETARY OF WAR.

He Will Arrive at Pensacola, Fla., on the Columbia December 10.

Pensacola, Fla., Dec. 5.—A cablegram was received Sunday from Secretary of War Taft and his party, which announced that they would arrive in Pensacola on the cruiser Columbia on December 10. It is the intention of Secretary Taft to return to Washington about the 14th of December, according to the present plans. He promised, upon his departure from this port, that he would remain here for several days upon his return. Active preparations are now being made to entertain the distinguished official his party and upon their arrival.

President To Go To Philadelphia.

Washington, Dec. 5.—President Roosevelt will visit Philadelphia on Washington's birthday, February 22, next, to deliver an address before the Provost of the University of Pennsylvania.

Death of Mrs. Marian Knapp.

Philadelphia, Dec. 5.—Mrs. Marian H. Knapp, wife of Hon. Martin A. Knapp, chairman of the Interstate Commerce commission, died at the Hotel Rittenhouse in this city Sunday morning. Mrs. Knapp has been in failing health for a year or longer.

The Black Sea Fleet.

St. Petersburg, Dec. 5.—Adm. Wiren, chief of the general staff of the Russian navy, when questioned Sunday night, said he knew nothing of any intention to send the Black Sea fleet to the far east.

STORMING OF METRE HILL.

The Japanese Suffered a Terrible Loss in the Action.

London, Dec. 2.—The correspondent at Chefoo of the Daily Telegraph says that the attack on 203 Metre hill resulted in heavy losses to the first division of the Japanese stormers.

It is stated, the correspondent adds, that within the last 24 hours the Japanese casualties have totalled 15,000.

Tokio, Dec. 5.—The diary of the fighting around 203 Metre hill, which is published in the Japanese papers, describes the terrible losses involved in the storming of the Russian position from dawn of November 28 till 11 o'clock in the forenoon of that day.

A Russian counter attack began at dawn on November 29, and was so furiously pushed that the Japanese were compelled to retire from both sides of the hill into the valley. The attack was renewed the morning of November 30, "When all the Japanese reserves came up" from the southwestern corner; but these assailants only advanced 30 metres by 5 o'clock so stubborn was the resistance, and the Japanese suffered severe losses. Then, being reinforced, the Japanese maintained the struggle with terrible earnestness. Furious charges were repeatedly made and the Russians were compelled gradually to retire.

AT ZEIGLER, ILL.

Thirty-Eight Sticks of Dynamite Found Near the Pump Station.

Benton, Ill., Dec. 5.—Sheriff Stein spent Sunday in Zeigler investigating the situation. Saturday night was comparatively quiet, only about 15 shots having been fired. Deputy United States Marshal Skaggs created a real sensation in Zeigler at noon by bringing 38 sticks of dynamite he had found between the office building and the pump station. The dynamite was tied in two bundles with a fuse on each that had been lighted, but which, it is supposed, the damp, cold night prevented exploding. The dynamite was placed on the ground just above the principal water main which supplies Zeigler with water. Had it exploded the water main and pump station would have been demolished.

ARCHBISHOP FARLEY.

American Appointed As Assistant to the Pontifical Throne.

Rome, Dec. 5.—Archbishop Farley, of New York, was Sunday appointed by Pope Pius X. to the dignity of assistant to the pontifical throne, which permits the prelate to sit with the college of patriarchs and archbishops and to assist at functions presided over by the pope.

Pope Pius X. Sunday received in private audience the delegations from New York, Albany and Syracuse, which have come to Rome for the jubilee of the Immaculate Conception.

World's Fair Buildings To Be Sold.

St. Louis, Dec. 5.—It was stated Sunday that a contract for the sale of the 11 big exhibit palaces, stock barns, festival hall, the colonnade of states, pavilions, aerodrome, bank, international railway, hospital, press building, police and fire stations, with other World's fair structures that cost \$15,000,000, will be signed this week with a Chicago wrecking company for \$386,000.

Bones of a Famous Scout.

Kansas City, Dec. 5.—The bones of Jim Bridger, famous scout and discoverer of Great Salt Lake, will be brought from an obscure grave on a farm ten miles south of this city for final burial in a local cemetery here.

The Convention Ended.

Philadelphia, Dec. 5.—The annual convention of the Women's Christian Temperance Union, in session here last week, was formally ended Sunday with the convention sermon preached by Rev. Eugenia F. St. John, of Kansas.

To Reduce the Age Limit.

Richmond, Ind., Dec. 5.—Charles E. Shively, of this city, supreme chancellor of the Knights of Pythias of the World, has declared in favor of making 18 years the age limit for admission to the order.

A TERRIBLE CRASH.

Four Men Killed and Others Injured in a Railway Collision.

Columbus, Ind., Dec. 3.—While running 50 miles an hour, north-bound passenger train No. 27, on the Pennsylvania road, Friday night ran into a construction train about two miles north of this city, instantly killing four men, fatally injuring at least one other and inflicting slight injuries upon a score of passengers.

The dead: Samuel Crow, Jeffersonville, passenger engineer; Herman C. Jones, Columbus, brakeman; E. W. Achenbach, Indianapolis, fireman, cremated; Calvin Prather, Sellersburg, fireman.

The passenger coaches did not leave the track and none of the passengers was badly injured. Fireman Achenbach's body was burned to a crisp in his engine before the rescuers could reach him. M. I. Kain, of Jeffersonville, engineer of the construction train, escaped with a broken leg.

The construction train was entering a siding south of Cornbrook and all of the train except the engine and one car were clear. As soon as news of the wreck reached this city a relief train with physicians was hurried to the scene. The bodies of the dead men were brought to Columbus as soon as removed from the wreck.

Others severely injured are George S. Graham, New Albany, passenger brakeman, injured internally, left shoulder and right leg sprained; Lon Jackson, Louisville, conductor on passenger train, slight scalp wound, legs and shoulders wrenched; Miss E. W. Lemmon, Jeffersonville.

The passengers were brought back to this city, and many of them went to Indianapolis by way of the interurban. The responsibility for the accident has not been placed.

Calvin Prather, the injured fireman, died at the hospital here Friday night.

An act of heroism that came to notice was performed by George H. Graham, of New Albany, brakeman of the passenger train. As soon as he recovered from the shock of the collision he realized that unless a flagman was sent ahead there was danger of another wreck, as the south-bound passenger train was due to arrive in a very few minutes.

Though bruised and bleeding, he took a lantern and limped up the track to a safe distance, where he waited for the train and flagged it. He then collapsed and was brought to the hospital in this city, where he is receiving treatment. He will recover.

FIRE AT THE WORLD'S FAIR.

Valuable Oil Paintings Destroyed—Thought to Be Incendiary.

St. Louis, Dec. 3.—A conflagration which gave the firemen a stubborn fight, and which, owing to the high wind, threatened the entire exposition grounds, was discovered in Ancient Rome on the Pike.

The flames spread with great rapidity and destroyed part of Fair Japan, all of Quo Vadis, and the Streets of Rome. Flying sparks also caused incipient blazes on the roof of the Varied Industries building, but they were extinguished without great damage.

While Jefferson guards were in the rear of Hereafter, on the Pike, opposite the buildings that were on fire, they saw a light and pounded on the door for admission. After considerable delay they were admitted and found a pile of lighted newspapers in the middle of the floor. They arrested the man that opened the door, after he had given what they considered unsatisfactory replies to their questions. He gave the name of Arthur V. Dunn, and a charge was placed against him of "suspected arson." When he was searched, a hunting case watch and 11 ladies' hand bags were found.

In addition to the loss of the buildings, a collection of oil paintings, depicting scenes in the novel "Quo Vadis," valued at \$75,000, were burned. They were painted by Jan Stayka, a Polish artist, and were brought to this country under a bond of \$75,000.

NAVAL RECRUITING STATIONS.

A Number Will Be Opened in Cities in the Central States.

Chicago, Dec. 3.—Instructions have been received from Washington by Lieut. Commander J. F. Luby, in charge of the United States naval recruiting station here, to enlist an unlimited number of apprentices, landsmen, carpenters, firemen, blacksmiths, shipwrights, painters, machinists and every other class of recruits. To meet the increased demand of the department for men, Lieut. Commander Luby has decided to open a number of branch recruiting stations in cities in the central states and place members of his staff in charge during the winter months.

Mrs. Gilbert, Noted Actress, Dead.

Chicago, Dec. 3.—Mrs. George Henry Gilbert, the oldest actress on the American stage, died in her rooms at the Sherman house Friday, shortly after she had suffered a stroke of apoplexy.

Roosevelt's Wedding Anniversary.

Washington, Dec. 3.—Friday was the 18th wedding anniversary of President and Mrs. Roosevelt. They were the recipients of congratulatory messages and letters from all parts of the country. The anniversary was quietly celebrated by a family dinner.

Demolishing the German Building.

St. Louis, Dec. 3.—The German government was the first to begin active work of demolishing its World's fair buildings. A large force of men Friday began to tear down the Prussian railway exhibit.

POSTAL MATTERS.

Annual Report of Assistant Postmaster General.

At Close of the Year There Were 71,131 Offices, 265 First, 1,204 Second, 3,896 Third and 65,766 Fourth Class.

Washington, Dec. 3.—Extension of the rural free delivery service has resulted in an increase of 1,125 in the number of post offices discontinued during the fiscal year ended June 30, 1904, according to the annual report of J. L. Bristow, fourth assistant postmaster general, made public Friday. During the year there were 2,459 post offices established and 5,587 discontinued. There was a decrease of 15 in the number of offices established. The principal cause of the increase in discontinuances has been the extension of the rural free delivery service. The total number of discontinuances was 3,750 post offices, with a saving of salaries of postmasters aggregating \$171,121. At the close of the fiscal year there were 71,131 post offices in the United States—265 first class, 1,204 second class, 3,896 third class and 65,766 fourth class.

Operation of rural mail delivery and extension by private interests of a telephone service has created a demand from patrons of rural routes for the delivery of small packages of merchandise on an order to local merchants by postal card, telephone or otherwise. The value of such packages is small and the present rate of one cent per ounce, the report says, is practically prohibitive. Mr. Bristow recommends that congress fix a rate of 3 cents per pound or any fractional part thereof on packages not exceeding five pounds, mailed at the distributing post office of any rural free delivery route. If this special rate were established, Mr. Bristow says, it would be a great convenience to patrons and become a source of revenue to the department.

It is estimated that